

The City of Asheville Pedestrian Plan

***An Update to the 1999 Pedestrian Thoroughfare Plan
Adopted by Asheville City Council
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"My husband and I have lived on Lakeshore Dr. for almost 6 years now. I have in the past called the city to express my concern about the hazards posed to pedestrians in this residential neighborhood because of the heavy, and often speeding, traffic (despite the speed bumps) and the lack of sidewalks. I remain amazed at the large number of pedestrians on the street--far more, I suspect, than many of the neighborhoods with sidewalks. Since we live less than a mile from a major shopping area, it's a shame that residents cannot walk, without lots of danger, to pick up groceries, etc. This danger does not keep people from walking, however, and I fear for their (our) lives. In addition, runners and walkers out for their health use the street. If one doubts this assessment of the heavy pedestrian use of the street, he/she need only look at the path being worn in the front of our house. With the north branch public library soon to open nearby, it's a shame that people living so close by won't be able to walk to it safely." -- Katherine Armitage

"I live in the Oak Forest subdivision within easy walking distance of Estes Elementary, Valley Springs MS, and TC Roberson, but there are no sidewalks! Between Biltmore Park and our subdivision, there are hundreds of families with children using these schools. We need sidewalks on Overlook and Springside. I'm a preventive medicine physician and perhaps there would be funding re the obesity health initiative?" -- *Adrienne Ferris*

"I live in the City of Asheville off of Sweeten Creek Rd. and I have found the S. Asheville area to be one of the most pedestrian unfriendly places I have ever lived. I ride the city bus but just walking to and from the nearest bus stop on Sweeten Creek, Rathfarnum, Lee Street, and Hendersonville Hwy can be the equivalent of playing Russian roulette. The entire Hendersonville Hwy corridor in South Asheville should be made more pedestrian friendly. If you even try to walk along it to visit one of the business establishments, you are forced to walk on uneven grass hillsides, through landscape plantings, or even on the road's "shoulder." My wife and I would consider walking or biking to nearby stores if it weren't so dangerous. Crossing the road (Hendersonville Hwy) after getting off the bus could be the next Extreme Sport. I haven't had many close calls yet, but I wonder about some of the older people who ride the City Bus and how they fare when crossing the road. Thanks for the effort you all are undergoing. Together, we ALL can make Asheville a safer and more healthy place to live and work!" -- Mathew Davis

"I love that the city has been building more pedestrian crosswalks; I hate that motorists do not respect them. In Europe, cars are ticketed if they drive through a crosswalk when a pedestrian is waiting to cross. I often wait for several minutes to cross both Gracelyn and Ottari while holding the hands of two small children." -- Anne Fitten

"My biggest concern as a (pedestrian) is that drivers aren't aware of (pedestrians) and that they don't slow down when passing a (pedestrian) who is walking without the benefit of a sidewalk. I walk a lot of places that don't have sidewalks (Lakeshore and Riverside for two), and drivers just don't seem to realize how fast they are going to someone who is not moving as fast. If I were to trip and/or fall into the road when a car passes, it would be all over as most drivers are so close to the white line. It would be nice if a campaign could be started to increase driver's awareness of pedestrians so they would know/think to give them more space. Same goes for bikers too." -- Janice Sitton

"...This is a major economic development issue. If the city is serious about promoting downtown, W. Asheville's Haywood St., and other "main street" areas, then the city MUST do more to make strolling and crossing the street a CONSISTENTLY safe thing to do. There are many examples from other cities of basic, bold and consistent pedestrian treatments giving a significant economic boost to "main street" districts." -- Russell Cate